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\$14.00 PER DOZEN.
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Hongkong Daily Press.

ESTABLISHED 1857.

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BERRY
BRANDY
Per Bottle ... \$3.50
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No. 14,691 號一十九百陸千四萬一第 日七初月四年三十三緒光 HONGKONG, WEDNESDAY, MAY 10th, 1905. 三拜禮 號十月五年五零百九千一英港香 PRICE, \$3 PER MONTH.

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HOUSEHOLD
AMMONIA
For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin; counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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THE HONGKONG DISPENSARY.

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A Blend of Selected Distillations of the Finest Scotch Whiskies.
\$10.50 Per Case.

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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
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SHEWAN, TOMES & CO., General Managers.

LA COMPETIDORA ORIENTAL CIGAR FACTORY.

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LONDRES PERFECTOS
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REINA VICTORIA

If your tobacconist cannot supply you with our make please apply to us.

Special terms to Clubs and Messes. Discounts on orders from Coast and other ports.

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Hongkong, 9th May, 1905.

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WHITE GAUZE SHIRTS, WHITE TUNIC SHIRTS, PYJAMA SUITS, BOSTON GARTERS, WHITE GAUZE UNDERWEAR, TENNIS SHOES, BADEN POWELL COLLARS, STRAW HATS.

THE LATEST STYLE PANAMA HATS. THE LORD KITCHENER SUN HAT. THE LADY CURZON SUN HAT. THE SIR HENRY BLAKE SUN HAT. THE LORD CURZON SUN HAT. WHITE DRILL POLO HELMETS. WHITE DRILL BATANGA HELMETS. WHITE STRAW HELMETS.

THE NEWEST THING IN SUMMER WAISTCOATS.

THE LATEST IN FASHIONABLE NECKWEAR.

INSPECTION INVITED.
HONGKONG HOTEL BUILDING.

Hongkong, 10th May, 1905.

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THE TERMINUS STORES,

GENERAL STOREKEEPERS, COMPRADORES, COMMISSION AGENTS.

MOST respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the Style of the Terminus Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and on earnestly hope to be favoured with the kind Patronage of the Public.

Hongkong, 9th March, 1905.

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THE Public are invited to pay a visit to our NEW ARTISTIC Tiffin Rooms.

The only place of its kind in Hongkong.

A Veritable Fairyland.

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15, QUEEN'S ROAD CENTRAL, Hongkong, 20th April, 1905.

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	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOUBRO	13.75
" LA TORRE	16.00
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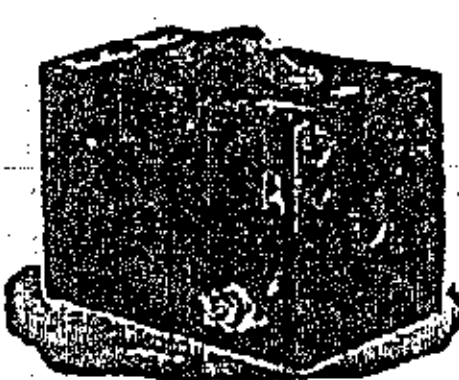
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Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer.

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A REMEDY OFFERED.

which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them a life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.

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THE GREAT HAIR PRODUCER AND RESTORER.

The Finest Dressing. Specially Prepared and Delicately Perfumed.

A Luxury and a Necessity to every Modern Toilet.

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CHEMISTS AND DRUGGISTS,

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(Crown Brand.)

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BRINSMEAD Mahogany Patent Transposer	\$850	BROADWOOD Ebonyized Over-trung	\$750
Chippendale Mahogany	750	Ebonyized Vertical	700
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Ebonyized Overstrung	725	CHALLEN Overstrung	600
Mahogany	700	Vertical	500
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Above may be had on the MONTHLY PAYMENT SYSTEM—SECOND-HAND PIANOS for Sale from \$100 Each. PIANOS on HIRE from \$10 per Month.

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Hongkong, 9th May, 1905.

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

Star, SPECIAL—The finest of all "Peas" WHISKIES at \$13.75
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Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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The Navy as I Know It, by Freemantle	13.50	Foster's Bridge Manual, Bridge 1 tactics	2.75
New Wall Map of China in 4 Sheets	14.00	The Coming Conquest of England; Cloth	2.00
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Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.

THOROUGHLY SEASONED.

CRYSTALINE AND BONZOLINE BALLS ALL SIZES.

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Hongkong, 6th April, 1904.

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DESIGN AND CONSTRUCTION, by Baner and Robertson; 550 Illustrations	21.00		
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FIRST-CLASS AND UP-TO-DATE.

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131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

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Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

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Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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Hongkong, 10th June 1903.

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A FIRST CLASS HOTEL Situated near the Banks and Principals' Offices.

Excellent Cuisine and Wines. Large and lofty Rooms, elegantly furnished.

Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists. Launch Service for Guests.

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Hongkong, 31st October, 1902.

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No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the Club Entrance and the Waverley Hotel

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Cool Rooms, Comfort of Residents, and the Cuisine a specialty.

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Hongkong, 7th October, 1904.

MACAO AND CANTON HOTELS.

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THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.

WM. FARMER,

Proprietor.

1885a

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European management and most strict supervision

as to food, cleanliness, and hygiene of the place. All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (S.S. *Hongkong*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA." For Terms, apply **THE MANAGER.**

INTIMATION

A. S. WATSON & CO.,
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ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

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OF THE

FINEST

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MALT

WHISKIES

DISTILLED IN SCOTLAND,

OF

GREAT AGE.

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FINE FLAVOUR.

PER DOZ. \$16.50

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NOTICE TO CORRESPONDENTS

Only communications relating to the news column should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous communications should be received. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pressa. Codes: A.B.C. 5th Ed. Editor's P.O. Box 25. Telephone No. 12.

BIRTH.

On 3rd May, at Shanghai, the wife of S. Hengzeng of a son.

DEATHS.

On 30th March, at Runbridge Wells, JAMES McNAUL, Treas. of S. C. Parnham & Co. Shipbuilders, Shanghai, in his 50th year. On 23rd April, at Luoyang, Manchuria, ETHEL MARGARET COOKES, wife of Dr. A. MACDONALD WESTWATER, United Free Church of Scotland Mission.

The Daily Press.

HONGKONG OFFICE: 14, DEEVEUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 10TH, 1905.

As we suspected, REUTER was misled in reporting Admiral ROZHDESTVENSKY sick. At least, there is reason to believe so, now that a well informed, French journal *L'Opinion*, publishes an emphatic démenti. On the other hand, the fact that two of his sailors have had to be put ashore with cholera is a bad omen for the well-being of his forces. Our French contemporaries are also confirming our idea that France, in respect of the neutrality of her Chinese colony, has been more sinned against than sinning. With regard to the Colonial Government's much commented upon censorship of telegrams, we omitted to point out that if the authorities had accorded facilities to the correspondents who were besieging the telegraph offices, they would have laid Russia's ally open to a charge of bad faith. It is not yet forgotten what a fuss was made about the British Government's failure to put an immediate stop to the erection by the *Times* men of wireless telegraphing apparatus at Wei-hai-wei. It is now further stated, with every semblance of earnestness and authority, that it was false to say that the Russian Armada stayed in or returned to French waters with the complicity of the local Government. The story published in these columns, describ-

ing how the officials prayed Admiral ROZHDESTVENSKY to consider their dilemma, torn between inclination and duty, has colour lent to it by one French newspaper which refers in the warmest of terms to the Russian Admiral's consideration, courtesy and discretion. The account that tells how the Russians made a boom across a side entrance to Camranh Bay by means of chained barges does not detract from this, since the device was probably resorted to before the French made their appeal to him. Incidentally, we learn that the French did not know, until the Russians showed them, what a magnificent harbour they had at Camranh. Admiral ROZHDESTVENSKY and his officers raved about its capacity and natural advantages, and the first named pointed out that it could easily be made into a French Hongkong. Little wonder, therefore, that the discoverers were loath to leave such a fine refuge. One French journal, remarking on the advantages of a good harbour right on the Singapore-Hongkong route, says that although it has been left to strangers to discover it, the Colonial Government may find it still well worth their attention. No doubt, as time goes on, the French Government will find it useful to devote some study to its possibilities. The Russian Armada really seems to have torn itself away this time; but it is still in or near French waters. When last seen by our French confrères, the Armada included a steam water boat. In addition to the twenty-five fighting craft, and the floating blacksmith's shop about which we heard before, this vessel, formerly an oil tank steamer, was carrying fresh water to supply the Russians. The price of six centimes a litre, or approximately fourteen cents Mexican a gallon, is reported as the amount paid by the Russians for the water supplied to this carrier. Here seems to be promised a chance for the Hongkong Steam Water-boat Company, which presumably would be glad to water the whole fleet on those terms. We do not suppose that at this late date either of the belligerent Powers will attempt to add water to their lists of articles contraband! At Vladivostok, it is now stated there are half a dozen submarines, which arrived by rail, the *Phœbe*, the *Protector*, the *Fulton*, and three others of the *Dolphin* type. A dry dock is being made ready; and auxiliary floating batteries are being installed. Enormous quantities of coal have been accumulated. The entrances to the harbour are thickly sown with submarine mines. The number of efficient fighting men there is somewhat optimistically put at a little over one hundred thousand; and it is alleged that reinforcements are arriving daily. Whence and how are the questions left unanswered. There is also a repetition of that to which we were treated in the case of Port Arthur, namely, accounts of enormous numbers of guns, and so on. When Vladivostok falls, we presume Port Arthur history will once more repeat itself. After all these boasts of invincibility, it will have to be said that the commander of the garrison sold it. The latest that seems to have been heard of Admiral Togo was that the majority of his fleet was at Masampo on April 20th. There is a Manila report that he has gone to try to cut off the Third Baltic Squadron, but that is hardly worth noticing. Besides, we have the persistent rumours that NEBOGOVOFF and ROZHDESTVENSKY have effected a junction. A theory emanating from Tokyo that the Japanese are in no hurry to fall upon their naval enemies coincides with the opinion we have consistently entertained. Delay is now all in favour of the Japanese navy. It is irksome for those of us who are waiting impatiently for the restoration of normal shipping conditions; but we have the satisfaction of believing that this trial of our patience is helping to assure the ultimate issue.

Another plague case was recorded yesterday.

No inquiry is to be held touching the death of the widow of Captain Murphy, which occurred at the Government Civil Hospital on Monday night.

Two Chinese "boys" were yesterday committed by Mr. Orme at the Police Court to take their trial at the Criminal Sessions for throwing sulphuric acid on a girl in a Kennedy-town brothel.

Eleven bloodhounds have reached Manila from America on a transport. It is understood that they are to be utilised for the trailing of outlaws who refuse to submit to the authorities.

There is probably some mistake about a Shanghai report announcing that certain houses were to be closed "and to be sent from Shanghai if brought up again on a similar charge." In any case, we hope these buildings will avoid anything likely to provoke their deportation. Houses are none too plentiful out here.

The fund started in Bombay for the relief of the widows and families of Japanese soldiers and sailors who have fallen in the war amounted, according to latest mail news, to Rupees 93,953.9.

For impersonating a constable, assaulting a hawker, and being in unlawful possession of a police whistle, Mr. F. A. Hazeland at the Police Court yesterday sentenced a coolie to one month's hard labour.

The troopship *Dufferin* arrived in port yesterday with 37 officers and 811 troops of the 21st Punjab. The captain reports having experienced very foggy weather throughout the trip, and was delayed a day in consequence.

A native was arrested in Hollywood Road with a number of small parcels of illicit opium, which he was probably hawking for sale, concealed about his person. Charged before Mr. F. A. Hazeland at the Police Court yesterday he was fined \$25.

Referring to Hongkong's last Budget, the *N. C. Daily News* correspondent says: In spite of this excellent showing, there is as yet no promise of reducing the high market tolls that are one of our taxes on food. I am told His Excellency does not consider that we have any real reason to grumble at the prices of meat, although he admits rents are high.

Major C. McD. Townsend, the engineer in charge of the harbour improvements of Manila is leaving the East. Referring to his work a Manila contemporary says: Manila now has a harbour of 350 acres dredged to a depth that will accommodate the largest ocean liners, and a block of 90 acres upon which ships can directly unload without the ruinous expense of re-shipping in small native crafts.

The battleship squadron of the American Asiatic fleet will shortly sail from Cavite for Chefoo and the *Oregon* will begin her long journey across the Pacific, supposedly to Portland, to take part in the exposition to be held there. The cruiser *Kaleigh* and the *Baltimore* left Cavite at daybreak on the 4th inst. Their destination was telegraphed to be "a mystery to most of the people here."

The American transport *Sherman* sailed from San Francisco on the 2nd en route to Manila, having on board the 9th infantry, consisting of the full complement of officers and 750 enlisted men, the 2nd squadron of the 7th cavalry consisting of the officers and 254 enlisted men, 14 hospital corps men, 108 recruits for the 2nd cavalry, 34 for the 12th infantry, and 12 casuals.

The detention at Hongkong of the relieved Mahatmas is thus mentioned in the *N. C. Daily News*:—It must be rather a disappointment to the detained lot, hearing of old familiar scenes, and stopped on the very hour of their return thither. But they don't show it. "How fashion you stop this side?" drew a big gleam of beautiful ivory in one case. "He" (thumb jerked Government Housewards) "needs fight mass. Ver' good. I stop."

A tram conductor was charged before Mr. F. A. Hazeland at the Police Court yesterday with embezzling 10 cents of the Company's money. P. S. Blackman informed His Worship that he gave the conductor the fare from Ichoon Street to Murray Barracks and was handed a used ticket in return. His Worship remarked that previous convictions had evidently not had a deterrent effect. He would therefore sentence the defendant to six months' imprisonment and six hours' stocks.

The Manila *Cablenews* in notifying the public that there would be no issue of the paper on the 8th inst. explained that the labour unions had ordered the compositors to abstain from work on that day when the Unions would make a festa. Our contemporary adds:—The *Cablenews* regrets this shabby treatment of the public but as the Philippines are for the Filipinos, perhaps it is as well to get used to the dictation of the native union now as later.

Fish is very plentiful at Newchwang and the Russians attempted to institute a tax on the product, but in compliance with the urgent representations of the fishermen they withdrew it, the *P. & T. Times* says. The Japanese, seeing, however, how plentiful the fish are, have now given orders that all fishing boats entering the harbour must pay 5 per cent. ad val. or be treated as smugglers. The fishermen are protesting as they maintain fish cannot stand being held over for examination at the Customs pleasure and their losses will be serious.

A coolie who broke into a house at Moon Street, Wanchai, and got away with a quantity of clothing, was probably so elated by his success that he entered a second residence near the Cotton Mills at East Point. His second attempt was not so successful. He was immediately taken to No. 2 Police Station, and at the Police Court yesterday, at the instance of Inspector Gould, was charged before Mr. F. A. Hazeland with housebreaking. On each charge he was sentenced to one month's imprisonment, the sentences to be concurrent.

Two American army lieutenants lost their lives last week while out sailing at Los Banos, Philippine Islands. Both belonged to the 4th Infantry. A part of the boat's equipment had fallen into the water and Lieutenant Ashton Boyle sprang into the lake to recover it. His companion realizing the danger instantly put the boat on another tack and sailed toward him. Before he could reach him Lieutenant Boyle sank. Lieutenant Woodhouse leaped to his rescue. The lake bottom is covered with treacherous grass and Boyle knew this well. He probably thought that his friend was entangled in this growth and endeavoured to save him. Neither ever rose to the surface again.

Diplomacy no longer speaks of the "open door" in the East, says the *Japan Advertiser*. "Accessible inter-continental communication" is what Japan is fighting for.

The Coffierham, launched at the Kowloon Docks on Saturday, which is to endeavour to refloat the stranded French cruiser *Sully*, left for the scene of her labours last night. She was towed out of harbour by the *Robert Cooke*.

L'Indo-Chinois of May 4th is sorry to announce that its contemporary *L'Indo-Chine Republicaine*, is suspending publication owing to financial difficulties. They hope that M. Giret may only be laying down his pen temporarily.

Interest is being taken in Manila in cases arising out of money lending at high rates of interest. One department has officials who have, it is said, been paying ten per cent. a month to moneylenders, and it refuses to help the creditor to recover.

A Manila Judge on the 4th May ordered the deportation of Lim Tan, See Hoo and Tao Lim, three Chinese found to be without certificates of registration. They were turned over to the customs authorities for execution of the order of the court and were to be placed aboard the next steamer leaving Manila for Hongkong.

A Manila dentist has stated that the Chinese are fond of displaying gold fillings in their teeth. As far as profit is concerned I prefer the Chinese trade to anything but the gilt-edge American trade every time. Besides, the Chinaman is as brave as a lion when it comes to punishment, submitting to the most painful operations without a murmur.

A small outbreak of fire occurred yesterday morning at seven o'clock in the dormitory of the boarders in St. Joseph's College at Robinson Road. The Fire Brigade turned out, but their services were not required, as the fire was put out by the boys and the Christian Brothers. The damage done was slight. It is said that the fire was caused by a glowing cigarette end being thrown on the floor.

The Manila Electric Railway and Light Company has asked the municipal board to return to it a further sum of \$50,000 out of the remainder of the \$75,000 left of the \$175,000 deposited as a guarantee for the proper construction of the road and completion of their contract. \$100,000 has already been repaid, and the remaining \$25,000 is to be left as a guarantee of good management.

The *Allgemeine Zeitung*, of Berlin, declares that the *Czar* is wholly under the influence of Father John of Kronstadt, with whom he consults on all occasions as to what prayers he should offer. The *Czar*, it is added, spends several hours each day saying whatever prayers are recommended by Father John. There is an idea in some quarters that His Majesty is past praying for.

The *Singapore Free Press* quotes a Saigon paper as saying:—Numerous business failures (*Krachs financiers*) are announced at Singapore and Hongkong. More than a hundred wholesale and retail houses here have surrendered their ledgers. If this news is exact it cannot fail to have an effect on local trade. It is thought that these "Krachs" are the consequence of the war and the capture made by the belligerents of ships carrying contraband.

According to the *Singapore Free Press*, the Chinese Christian Association at that place has been debating the question: "Which is the more convenient mode of travelling for the public: the Tramway or the Bicycles?" The verdict has not yet reached us. Since the class divisions started in our local trams were inaugurated, the trams gain the vote; but until the fares are adjusted, there will still be many who vote for the man power vehicle.

Albert R. Hager, who was sent to St. Louis with the Exposition Board, desired some information from the Filipino students in the United States, and wrote to one young man in California asking him what "tribe" he belonged to in the Philippines. The reply which he received was something of a surprise to the tactless inquirer. The young man warmly denied that he belonged to any "tribe," and made it nothing less than an insult to be referred to in the same way as the American Indian. The young man concluded by stating that if the Americans looked upon the Filipinos in that light he did not wish any longer to be considered as belonging to America.

THE "ALBION'S" CONCERT.

The concert arranged by Chief Armstrong Haves, of H.M.S. *Albion*, which took place in the Seamen's Institute at Kowloon on Monday evening was a decided success. Contributors to the programme were drawn from the *Albion's* crew, and their songs and recitations were rendered with gusto and characteristic of sons of the sea. Despite the hot weather, the institute was packed to its utmost capacity, and the rounds of applause following each item testified the approval of the audience. In many instances encores were insisted upon.

The programme was as follows:—Song, 'The Good Old Song,' Mr. Cox; Song, 'Save a bit for your Tutor,' Mr. Walters; 'Sweet Suzanne' Mr. Cullen; Story of a task, Mr. Clark; Recitation, Mr. Black; Song, 'If the Missis,' Mr. Gaynor; Duet, 'Khaki,' Messrs Walters and Clark; Song, 'The Village Blacksmith,' Mr. Haves; Hornpipe, Mr. Ewing; Song, 'Bluebell,' Mr. Palmer; Duet, 'China Fleet Brigade,' Messrs. Clark and Bonner; Song, 'Eileen Aileen,' Mr. Cox; Stamp speech, Mr. Walters; Song, 'The Captain said' and 'I'll stick to the ship,' Mr. Tiller.

TELEGRAM.

[REUTER'S SERVICE.]

THE STUD.

LONDON, 7th May.
M. Bass, the owner of *Le Pire*, has bought the stallion *Cyllene*, for 30,000 guineas.

FLOATING MINES.

A notification signed by Sir Polhan Warren, H.M.'s Consul-General at Shanghai, in reference to the frequent reports concerning floating mines at sea, says that an investigation has been made by H.M.S. *Hogue*, with the result that the conclusion is formed that the reports concerning the danger have been greatly exaggerated. The notice says that "although mines do exist it is probable that what are taken for mines are in many cases only floating casks, logs of wood, etc." If this conclusion be warranted, it is very creditable to the authors of the reports, who frequently spoke of explosions, &c. The *N. C. Daily News* says:—It is of little use that Mr. Joseph Walton, Sir T. Dewar, and other members of the House of Commons should busy themselves as they do with Chinese questions, when espionage and misleading explanations are given by the Government. For sheer evasion the answer of Capt. Probyna, Secretary to the Admiralty, when asked by Sir T. Dewar whether Admiral Noel was taking any measures to destroy drifting mines, is unsurpassable. He said:—

"The Commander-in-Chief has already been communicated with, and he has reported a verbal case in which mines have been sighted by His Majesty's ships. As many as possible of these mines have been destroyed, and any others that may be met with will be destroyed." Of course, the House of Commons could not say that these mines had been destroyed by H. M. ships.

BAD OUTLOOK FOR KWANTUNG FARMERS.

The two main products of agriculture in Kwantung are rice and silk. The continuous depressing gloom and damp are more than threatening both for the coming year. Unless there is a speedy change, the result will be serious. The seedbed in which the seed rice is thickly sown, and from which, when it has sprung up, and becomes a healthy shoot, it is transplanted into the ordinary paddy field, have not been able, because of the damp and cold weather, to develop healthy sprouts, without which there is little hope for an abundant harvest. The absence of sunshine is also felt by the eggs, and by the young worms which have considerable difficulty in keeping themselves alive, to say nothing of developing into vigorous larvae. Moreover, the mulberry trees are not putting forth the customary fresh strong leaves, and those which may be available for gathering, are extremely expensive. These things obtaining, it is quite clear that anxiety must fill many families. Unless fine weather comes soon, the output of silk will be poor in quantity and diminished in quality, and so will affect the business of the province, which are extensively engaged in the silk trade. These things being so, it is difficult to appreciate the readiness of the mandarins, though we may smile at the methods they think wise to adopt in order to remove the threatening danger.

TROUBLE IN A SHANGHAI COTTON MILL.

At the Shanghai Mixed Court, on 29th April, an unemployed native was charged with being concerned with others in creating a disturbance and assaulting a Police-sergeant while in the execution of his duty, at the Chih-shing Cotton Mill, thereby endangering the peace and order of the Settlement. Another unemployed native was charged with assaulting an Indian Police Constable under similar circumstances at the same date and place. From the evidence, it appeared that at the cotton mill there were an overseer who, the native employees alleged, was continually squeezing and frequently assaulting them. The men refused to continue work unless this overseer were at once dismissed. The manager refused to dismiss the overseer, and in consequence some 4,600 employees assembled at the mill on the 28th of April, refused to continue their work and demanded payment of their wages up to date. A riot ensued, in the course of which the mob did some £15,000 worth of damage to the mill windows, machinery, etc., at the mill. While facing the gate and trying to keep the mob in order, the Indian was struck on the back of the head with a stone. He turned round quickly and saw the man who had thrown the stone—one of the prisoners—running away. He gave chase and caught him and took him to the comrade's room at the mill. There the prisoner took out a knife and released himself by cutting off his queue, but was arrested by another constable. He threw the knife away into the midst of the crowd. When the Police-sergeant arrived on the scene, the mob was already inside the yard and the damage had been done to the windows and machinery. While the sergeant was in the mill yard, the second prisoner picked up a stone and threw it at the sergeant, hitting the latter on the side of the head, his helmet alone saving him from serious injury. The prisoners were sentenced to 200 blows and one month's cage each.

AMERICA'S LACK OF ENTERPRISE!

The Manila *Cablenews* says: The pioneers in American-Philippine trade have shown a vast ignorance of the condition of the market here and the demands of our trade. Nothing short of a careful study of the actual tastes, habits and customs of the Filipino people will enable an American manufacturer to successfully enter the race for success. It is expedient to send a trade commissioner from Australia to make a careful study of Philippine commercial conditions. It would seem worth while for the United States to make some effort to meet these conditions, rather than wait for the Filipino to meet a situation of which he knows nothing and cares less.

If this is to be done there will have to be something amounting to free trade between the two countries. No amount of private skill and enterprise can overcome the disadvantages of the present rates of tariff. Such restrictions are damnable thrown across the commercial stream and, effectively divert the financial current. American exports have slowly increased during the past two years, but at the present rate it will take a century to get to the point of a predominance of the Philippine trade. A part of this lack of interest is due to lack of information. If the American manufacturer and exporter knew more about the actual conditions here and the vast underdeveloped possibilities of the Philippines, he would take a new interest in the foreign trade, and he and the shippers and the consumers would be profited thereby.

THE WAR.

[DAILY PRESS SERVICE.]

FRANCE AND JAPAN.

LONDON, 9th May.
The French Government earnestly denies that there has been anything of the nature of official encouragement or help to the Russian Armada on the Indo-China coast.

Baron Hayashi, on the other hand, is reported to have declared that the justice of the charges has been confirmed; and that the situation vis-à-vis France and Japan is still very serious.

THE KAISER PRO-JAPANESE.

LONDON, 9th May.
The German Emperor, speaking at Wilhelmshaven, said that the Japanese were acting as "God's scourge." He also referred to their heroic behaviour in eulogistic terms.

OYAMA ADVANCES.

LONDON, 9th May.
Russian despatches published today, report that General Linievitch has had to face a very energetic advance by General Oyama. The Russians fell back. Important developments were expected.

CONTRABANDERS STOPPED AT SHANGHAI.

SHANGHAI, 9th May.
The clearance papers for several steamers ready to leave Shanghai are being withheld, pending investigations. It is reported that the delayed vessels are loaded with contraband goods for the Baltic Armada.

[REUTER'S SERVICE.]

THE ABANDONED NAVAL MANŒUVRES.

LONDON, 7th May.
The countermanding of the Naval manoeuvres has evoked much speculation of every description, but it is generally understood that the decision is due to the continuance of the war, and to apprehension that delicate situations might be caused by grand manoeuvres while the Russian and Japanese fleets are at sea; moreover, it would be inconvenient to deplete the China squadron at the present time.

RUSSIA HAS GAPS TO FILL.

LONDON, 7th May.
The Tsar addressing 1,150 cadets promoted to officers, at Tsarkoselo, mentioned that they had been promoted four months earlier than usual owing to the heavy losses of officers in Manchuria.

BALTIER NOTES.

AT CAMRANH BAY.
Captain Fischer of the German steamer *Neumucken*, which arrived here on Monday night, reports that on May 5th, while passing Camranh Bay, he sighted 45 vessels of the Russian fleet, about 20 of which were warships.

COAL FOR THE FLEET.
The German steamer *Forbach*, Captain Ollrich, which left Cardiff with a cargo of coal for the Baltiërs, arrived safely at her destination. The vessel entered Hongkong yesterday, and the Captain stated that she discharged part of his cargo at Camranh Bay and part at Honkoko Bay on May 5th. There were seven men-of-war and seven transports in Camranh when he left, but these vessels joined the remainder of the Fleet at Honkoko Bay while he was coaling, and were there when he left.

JAPANESE CRUISER AT AMOY.
Captain Robson of the Douglas steamer *Hatman* reports that on Friday last a Japanese cruiser put in at Amoy.

ITALIAN WARSHIP AND TRANSPORT.
While off the Anambas on May 4th, Captain E. J. Buller of the British steamer *Kunsang* reports having sighted an Italian warship accompanied by a three masted transport.

REUTER MISLED.

L'Opinion contradicts the story that Admiral Rozhdestvensky is or was suffering from dysentery.

CHOLERA IN THE ARMADA.

Two Russian sailors are reported (*Indo-Chinois*, 4th May) to have been sent to a shore hospital suffering from cholera.

RUSSIAN CHECK.

One of the French papers says that during their stay at Camranh, the Russians blocked "the little pass" by means of barges fixed with iron chains.

LAST NEWS OF TOGO.

A French telegram states that the main portion of Togo's fleet was in Masampo Bay on April 20th.

FRENCH COLONY NOT GUITY.

An independent correspondent says he can assure his journal that it was false to say that the Russians stayed in French waters with the complicity of the local Government.

WATER TWO CENTS A DRINK.

A French correspondent at Camranh says the Russian Fleet as it left there comprised 25 war ships, a strong towing vessel for ironclads, a large workshop with forge, and a water-boat with good water for all. The last was formerly an oil-carrier. The water cost the Russians six centimes a litre (about 14 pints), which seems enough. There should be a profitable opening for the local company's steam water-boats, if water is not contraband.

ROZHDZHENSKY AT HONGKONG.

Apologies for this heading. It is true, but misleading. It appears that Rozhdzhenksy and his officers were so delighted with the magnificent natural harbour of Camranh that they christened it "an Hongkong Francis."

EXPERT OPINION.

A British naval officer staying in Yokohama told the *Advertiser* that the natural position for Togo to take in the Hachio Channel off Nansha Cape, the southern extremity of Formosa. Here he could guard the two passages that lead from the China Sea north and still be in a position to intercept Rozhdzhenksy should he slip through Mindoro Channel and come up the east coast of the Philippines.

TOGO'S LAIR.

A Japan theory is that Admiral Togo is probably in some secret anchorage among the bays and reefs west of the Philippines and north of Borneo, with fast scout vessels, equipped with wireless telegraphy, at each of the passages.

SIGNIFICANT.

A Manila paper seemed surprised by the following incident. An American ship in harbour tapped the message: "Any wireless inside?" It replied: "Do you wish to communicate?" but there was no answer. Of course the inquirers had learned all they wanted to know.

A FOURTH SQUADRON.

The *Nagasaki Press* has a telegram to say that a Fourth Battle Squadron, consisting of the battleships *Alexander II* (9,927 tons), *Albatross* (13,000 tons), and *Paul L.* (7,000 tons), the second-class cruiser *Admiral Kozhdzhenksy* (5,000 tons), and the *Azura* (2,000 tons), will pass the Suez Canal in July.

NETHERLANDS INDIES.

The Java papers have given voice to the Colonial apprehensions on the near approach of the Baltic Fleet and the supposed danger the Netherlands Colonies were in. This seems to have been to some extent a reflection of the strong feelings in the Mother Country. The *Leocomit* of April 18th quotes from the *Hague Telegraph*, whose correspondent wrote that he had had an interview with a politician who may be supposed to be well informed about the transactions in the Ministry for Foreign Affairs. He confirms the report that the Netherlands Government sent a firm note to the East Indies in connection with the Baltic Fleet. He also says that communications have been exchanged with the German Government, and that the desired protection from possible attack by another Power. At first the German Government did not want (so he says) to have anything to do with such an affair. He cannot tell the point the negotiations have reached, but he says Germany demands too much—several coaling stations; a special tariff on German manufactures in the Indies, &c. The weak attitude of the Minister for Foreign Affairs caused the Netherlands Government to send after him another diplomat to assist him. The *Leocomit* of April 18th also mentions a growing uneasiness as to the Colonies. The ministers had been called together several times and the ministry for foreign affairs was in a terrible disorder. The Japanese Note was a stiff one and called attention to the necessity of observing strict neutrality, and the Colonial Department hardly knew what to do. The only available ships, the *Zeland* and the *de Ruyter* have been sent to India, so that the remaining fleet consisted of three battleships, five small cruisers and a few torpedo boats. Sabang, the new harbour, has been put in a good state of defence as the shortness of time will allow. Padang, Sourabaya, and other ports are guarded, and the Governor General has issued strict orders to keep the movement of troops a secret. It is a matter of the most supreme importance that we should retain our Colonies, as without them our nation is reduced to a condition of no importance whatever. That loss would mean the fall of an ancient and glorious country.

Reports come in from all sides about the doings of Japanese ships in Dutch waters. The ships of Admiral Uta are at Labuan. Two Japanese warships entered Teluk Betong and treated the authorities "with haughtiness." They went ashore to send a telegram to Japan, and then they demanded coal, but left on the refusal of the Dutch.

Spies have also been noticed in Java and Sumatra and everything shows that Japan is carrying out a clearly thought out policy in the East Indies. The probabilities that the Russians will pass along the south coast of Java and there meet the Japanese are great. If we are not able to enforce strict neutrality will not the Powers interfere? Much will depend on what England, America and Germany will say. Every opportunity should be taken of getting assistance from another Power. Situated as we are, on one side at the mercy of our enemies. What will Holland do? Shall we offer another power a part of our Colonies? Shall we follow the advice of the *Telegraph* and make an offensive and defensive alliance with Germany? It is very doubtful if Germany will risk burning her fingers for the sake of Holland. Never yet has a small country been in such a predicament.—*Singapore Free Press.*

FRENCH NEUTRALITY.

The *Japan Chronicle* publishes from the instructions issued to French authorities the following rules:

1.—In no case whatever is a belligerent ship allowed to make use of a French port, or the port of a country under French protection, for purposes of war, or for procuring arms or munitions of war, or for executing under cover of offering repairs any work that would tend to increase her fighting power.

2.—The duration of the stay in French ports of belligerent ships unaccompanied by a prize or prizes is limited by no special regulation. However, to be authorised to remain in port, such vessels are bound to conform to usual conditions of neutrality, which may be summed up as follows—

(a). Ships admitted to the benefit of asylum must preserve peaceful relations with every other vessel anchoring in the port, and particularly with the ships of the enemy.

(b). The said ships must not, with the aid of resources procured from shore, increase their war material, reinforce their crews, or recruit volunteers, or receive from residents of their own nationality.

(c). They must abstain from all inquiries regarding the force, location, or resources of their enemy, from departing suddenly in order to pursue hostile vessels, the approach of which may be signalled—in a word, to refrain from using the port of asylum as a base for any operation whatever against the enemy—and must use neither force nor ruse to recover prizes taken by the enemy, or to deliver prisoners of their nationality.

A belligerent ship can only be furnished with victuals, provisions, supplies, and means of repair that are necessary for the subsistence of the crew and the safety of her navigation.

Now, it is evident from the tenor of the rules which, it must be remembered, are identical with those issued upon the outbreak of the Hispano-American War, that the French Government does not regard the stay in a French port of a belligerent ship as in itself an offence against neutrality, and in the absence of international compact declaring what are the duties of neutrals in this respect Japanese journals would do well to hear this consideration in mind instead of at once jumping to the conclusion that France is deliberately straining its regulations in order to assist Russia.

THE RUSSIAN FLEET IS A TYPHOON.

The following telegram purporting to have been dispatched from Saigon on May 5th to the Manila *Cablenews* is reproduced with all reserves:—A severe typhoon has seriously damaged several of the ships of the Baltic Fleet under Admiral Rozhdzhenksy which is now at Van Phong Bay. The vessels were manoeuvring outside and received the full force of wind and water. Two of them were knocked about considerably and it is believed that their machinery was somewhat crippled. One in particular must be in a condition which would make it impossible for her to fight to any advantage as her guns were knocked away and she shipped a great deal of water. While the fleet is well in French China waters it is the evident intention to go north, probably to Petropavlovsk as soon as joined by the third squadron which has passed Singapore according to cables from there.

THE IMMINENT BATTLE.

The relative strength of the two armadas is being set forth in Japan:

ROZHDZHENSKY'S FLEET.			
Battleships	Tonnage	Main Battery	Calibre
Alexander III	13,516	12 in.	12 in.
Albatross	13,516	12 in.	12 in.
Paul L.	7,000	12 in.	12 in.
Admiral Kozhdzhenksy	5,000	12 in.	12 in.
Azura	2,000	12 in.	12 in.
Other (protected)	2,000	12 in.	12 in.
Other (protected)	2,000	12 in.	12 in.
Other (protected)	2,000	12 in.	12 in.
Other (protected)	2,000	12 in.	12 in.

THE STRIKE RIOTS AT CHICAGO.

As being supplementary to the *Daily Press* telegram of the 5th inst. we republish the following from the *Manila Cablenews*:—Chicago, May 4.—As predicted yesterday Chicago is to-day in the hands of a fierce mob. The strike of the members of the Teamsters' Union has brought about a frightful condition of affairs, and blood soaks the streets in many districts. The mob are apparently unable to cope with the tens of thousands of union men and sympathisers who have joined with the teamsters, and there will be much loss of life and property.

The employers who are banded together for mutual protection called on the mayor to-day and asked that troops assist in maintaining law and order. The mayor flatly refused and said that the city authorities could handle the strike. This is in line with his policy and political affiliations, which are socialistic.

The employers have tried to bring in men to take the places of the strikers but so far have been unsuccessful as the strikers have agents all over this and other States to dissuade by word or blow the men sought. The strike had worked terrible hardships on the poor as the necessities of life are scarce on account of the inability of the butchers, bakers and grocers to get goods delivered to their establishments. Fortunately the weather is warm and coal is not needed for heating.

The strikers practically control the streets and hundreds of assaults take place hourly. The hospitals are filled with the injured.

SHIPPING NOTES.

MORE REQUISITED GALLEONS.
The *Robert K.* returns to Manila for the purpose of bringing to Hongkong the Spanish hulk *Mindanao*.

THE N. D. L. "TRAVEL."
The well-known N. D. L. trans-Atlantic liner *Trave* arrived at Woonong on May 2nd. The steamer, says the *N. C. Daily News*, has been chartered by the Russian Government to take home a large body of the refugees now in the Settlement. The *Trave* is one of the company's fastest boats and she made the run out from Port Said to Singapore in thirteen days, carrying the record mail, as far as quick dispatch is concerned, to that point. Considering the typhoon in the China Sea, and the fog in the Formosa Channel, the run from Singapore to Shanghai in six days and two hours was also very fair. Capt. Urban reports that he saw nothing of the Russian Fleet coming up, but the fog prevailing may have been the reason.

STEAMER MOVEMENTS.
The M.M. str. *Peloponnes*, with the next French mail, left Singapore on Monday, the 8th inst., at 6 p.m. for this port via Saigon. The P. & O. str. *Palermo* left Singapore for this port on the 8th inst., at 1 p.m.

MARINE MAGISTRATE'S COURT.

Tuesday, 9th May.

BEFORE HON. CAPT. L. A. W. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

NEGLECTED NAVIGATION.

Kwak Pat, master of the steam launch *Grechen*, was charged, at the instance of Capt. R. W. Omondsey of H.M.S. *Andromeda*, with negligently navigating his launch in the waters of the Colony on the 4th instant.

Midshipman L. West stated that on the 4th instant about noon, while in charge of the picket boat steaming towards Murray pier, he observed the *Grechen* on his port bow, near the Dockyard Extension, steaming across the course of the picket boat on a course parallel to the shore. When about 100 yards distant, the *Grechen* sounded two blasts on her whistle as if she were altering course to port, which she did not do. She continued her course at speed, and had it not been that I used speed of the picket boat and ported my helm, there would have been a serious collision. As it was, the boats passed within a few feet of one another.

Kwak Pat said he did not see the picket boat until he was close to. He then demonstrated by models that the vessel was clearly on his starboard bow, and that he did not give way as he should have done by the rule of the road. His Worship suspended defendant's certificate for six weeks.

THE MACKAY TREATY.

It begins to look as if the British Government is not always solely to blame for its ignorance of conditions in China. We thought Mr. E. S. Little's complaints were "specific" enough, but our Minister at Peking seems to think otherwise. The following letter sent to the *North-China Daily News* Sir:—Referring to the telegram to the Foreign Office, I forwarded the same to Peking through the British Consul here, asking the Minister to be good enough to forward the same to Lord Lansdowne. Late last night I received a reply that the Minister regretted he was unable to be the channel for forwarding this message to the British Government, and further informing me specific complaints from British subjects would receive the attention of himself and His Majesty's Government.

Since British authorities are unwilling to forward a telegram from British merchants, I have this morning dispatched the same direct to Lord Lansdowne. The telegram which was signed by more than seventy British merchants, is worded as follows:—

"British merchants draw Government's attention to the fact that China ignores Mackay Treaty rendering same ineffective. In most essentials China actively opposes currency, mining, taxation, navigation stipulations. Beg British Government insist on Treaty being made immediately operative."

"The public will probably be interested to know that the same telegram has been forwarded to the China League with the special request that Members of Parliament, who are also members of the League, will urge the question on the Government in the House of Commons."

I understand also that the China Association has wired to its London Committee, requesting them to back up this telegram.

It is also being forwarded to the London Press.

By these means every possible effort is being made to compel the Government's attention to this now burning question. I am, &c.,

EDWARD S. LITTLE.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST MAY.

LEVEL.		1904.	1905.
Tytan	Below overflow.	Below overflow.	
Bywosh	39 ft. 6 in.	34 ft. 8 in.	
Pokfulam	37 ft. 8 in.	13 ft. 7 in.	
Wongnaichong	40 ft. 9 in.	45 ft. 2 in.	
STORAGE GALLONS.		1904.	1905.
Tytan	57,800,000	154,280,000	
Bywosh	1,300,000	36,725,000	
Pokfulam	1,300,000	36,725,000	
Wongnaichong	581,000	nil.	
Total	59,681,000	191,005,000	

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF APRIL.

1904.		1905.
Consumption	72,962,000	124,422,000 gallons
Estimated population	223,300	228,100
Consumption per head per day	10.9	18.2 gallons
Intermittent supply during the whole month of April, 1904.		
Constant supply during the whole month of April, 1905.		

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF APRIL.

1904.		1905.
Consumption	12,049,000	14,335,000 gallons
Estimated population	67,350	73,050
Consumption per head per day	6.0	6.5 gallons

The Government Analyst reports that the water is of excellent quality.

THE RECENT PAN-ASIATIC TREMOR.

If it is true, as legend has it, that Japan rests on the back of a fish, then Leviathan was greatly disturbed on Thursday evening, recently remarked the *Japan Advertiser*. He made a desperate attempt to scratch his right ear with his left hind hoof and he succeeded in hitting somewhere just below Yokohama. It was no boy's size earthquake that disturbed the torpor of this peaceful village, and they who have lately come to Japan are beginning to look up the schedules of steamers back to lands of more secure underpinning. But the playful twister was attended by serious consequences. In the Japanese town one house was so badly tilted off its plumb as to necessitate its being torn down. On the Blnf several chimneys toppled over and plaster ceilings were badly cracked. One German gentleman who has a priceless collection of porcelains and Satsuma ware counts his loss very severe. Several of the curio stores and porcelain shops of the Japanese also suffered from toppling shelves and falling china.

PHILIPPINE OPENINGS.

There are fortunes to be made out of the natural products of the Philippines. Opportunities for getting rich in a comparatively short time are, says the *Cablenews*, continually presenting themselves, and what they want is the right man to take advantage of them.

Dr. Welborn, chief of the bureau of agriculture, has perfected a machine which will probably add millions to the wealth of the islands, and Mr. Lindsay's cheap shipping system at least a cool \$12,000,000 a year to the Philippines if all goes well. In improved sugar mills and proper methods of cultivating the cane there also lies almost fabulous wealth.

Governor General Wright was heard to remark that a sugar mill, if properly managed in any of the richer sections of the islands, would more than pay for itself in a single season. In the cultivation of shade-grown *Sinagra* tobacco an enormously profitable industry can be built up in a space of three or four years. In the northern part of Luzon are thousands upon thousands of acres of rolling grass country back among the hills where rinderpest is practically unknown and where not only enough beef for the Philippines could be grown, but enough to establish an important industry with Asiatic cities, where first-class meat always brings high prices.

Dr. Welborn's machine is a cotton gin for stripping tree-cotton. Quite by accident the doctor was shown a piece of the tree which he picked from one of the islands to the south of the Philippines had been sold in San Francisco for 15 cents a pound. Upon inquiry he ascertained that the product was selling for as high as 20 cents a pound in New York, it being greatly prized there as here as material for stuffing pillows and cushions.

"This remarkable demand set the doctor to thinking about the possibility of utilizing the tree to make in the Philippine Islands. From one end of the Archipelago to the other this cotton-bearing tree grows on every available spot of ground, thriving in poor soil as well as rich. It is present the natives and Chinese gather enough of the long green pods to fill their own pillows, and allow the rest to go to destruction."

In the south the tree is utilized as a shade for young abaca, and Dr. Welborn sees no reason why it should not be extended to a shade tree and thus be put to a double purpose. The amount which the islands would produce is practically unlimited and need be governed only by the demand. As the tree is unquestionably far superior for pillows and cushions to any other cheap material yet discovered, there is no reason why, with its general introduction into civilized countries, the demand might not increase immeasurably.

The gin which the doctor has perfected is, of course, the key to the whole situation, the business could never be made to pay if the cotton had to be hand-picked as it now is by the natives. The gin could easily turn out a 500 pounds of cleaned cotton in a minute, so that the gin means as much to the tree-cotton industry here as the cotton gin meant to the cotton industry of the United States.

In the cultivation of rice Dr. Welborn also sees tremendous possibilities. With the carabao he takes the native four or five days to plow an acre of ground, and even then it is imperfectly done so that it must be plowed twice more before the ground is ready for the harrow. With a modern plow such as the bureau has introduced into the islands 25 acres can be plowed in 24 hours, and the work much more thoroughly done than with the carabao. In almost every instance the rice land can be irrigated at small cost, and water kept continually on the land at small outlay. Bernese grass, etc., cannot spring up and strangle the rice crop as it is only too likely to do when cultivated in the Philippine way.

Of course the soil becomes impoverished, and the Filipino does nothing to restore it. The simplest and most effective remedy in this country Dr. Welborn has discovered to be the velvet bean. This hardy plant will gather under ordinary conditions 100 pounds of nitrogen per acre from the air, and this, taking nitrate of soda as the basis of comparison, is worth at least \$20 gold an acre. Worn-out rice and meadows could easily be restored to fertility in this simple and inexpensive way.

Dr. Welborn is also paying careful attention to the quality of rice grown throughout the Archipelago, as well as to the cleaning of it for the market. The natives have made no effort to keep separate the different varieties of rice and, as a result, there is a sad mixture of all varieties. Among them the doctor finds one variety worthy of preservation. Outside of that it has been thought best to import the South Carolina golden and the Honolulu, both being superior varieties and well suited to the climatic conditions here.

The islands are woefully deficient in rice cleaning machines. There is not a single mill in the Philippines capable of turning out full head rice such as is required in the European and American markets. The machines now in use break the kernels so that they produce a low grade of rice that the American market would not have at any price. In America full head (fully rounded and well polished kernels) brings five cents gold a pound. Here in the Philippines good rice fetches two cents gold a pound, and poor rice only one-quarter of a cent a pound less; the natives having become so accustomed to the poor articles that they draw little distinction. At present full head rice is practically unknown in the islands, and proper machinery for cleaning it is positive that it is not out of the rice grown could be converted into full head and sold for five cents gold a pound. And the most promising part of it is that the available rice land of the Philippines has scarcely been touched. The islands could easily produce ten times the present output of rice without curtailing in the slightest other agricultural pursuits.

AMERICAN WOMEN SPOILED BY AMERICAN MEN.

The *Cablenews* quotes Helen Mathers as follows:—American women who meet abroad are not like the best of your women one meets in America. Travelling American women have made a reputation for extravagance and all manner of foolish escapades. They are spoiled by the affection and lavishness of their men. The women here are delightful, however, frank and sweet, and with a vivacity and quietness one rarely finds in an Englishwoman. They are good mothers and housekeepers, well bred, and seem to me to represent a higher type of woman than those one meets abroad.

American men are altogether charming. Their only fault is that they spoil their wives. Even those who are better bred than their women. They lead more moral lives than English men, and their courtesy and deference to women are beautiful. What chiefly impresses me here is the general air of independence in everybody. The servants, the people in the street, even the trolley car men and conductors have it. English men have such a gloomy, depressed air. Your motorman answer you civilly, but with a devil-may-care expression that is very fetching.

NOTICE.

WE HAVE THIS DAY
REMOVED TO No. 17, QUEEN'S ROAD,
Premises formerly occupied by Mr. FR. BLUNCK, silk lace manufacturer, and Next Door to our Former Address.

LONG. HING & CO.

DEALERS IN PHOTO GOODS.

Hongkong, 4th May, 1905.

CHINESE LABOUR FOR THE PHILIPPINES.

The question of admitting Chinese labour to the Philippines is a very complex problem, and it is one that must constantly recur until some final solution is reached, says the *Cablenews*. There was a time in the history of the United States when immigration was encouraged without regard to the class of immigrants that came. Anything to furnish the vacant land and inhabitants. That day is long past, and the restrictions of foreign immigration to the States are being increased every year. Last year, 47,000 less people applied for admittance than in any previous year, and 50,000 of those who came were sent back again as undesirable.

The labour problem in the Philippines is essentially different from that of almost any other country on the globe. The present population is just about equal to the present demands for labour, but there are really untapped resources that can be mined only by an immense output of labour, and the question is where is such labour to be found. The one item of new railroads involves the equivalent of a very large per cent of the present mobile labour of the entire islands. Should this labour be made so attractive that the labourer will forsake his other and more directly productive industry, either agricultural or manufacturing, the new roads will find a scarcity of business after they are completed.

It is an open question whether the native Filipino is not too scarce to be employed extensively in the construction of public works, especially if such employment is to draw him from productive labour in the shop or the field. If the same degree of energy and capital were expended in developing the agricultural resources of the islands and skill of the natives, as are to be used in building the new railroads, we would see the present wealth of the islands very greatly increased within five years. The wisdom of the Filipino labourer should be the development of his own country rather than the fu nishing of a large class of unskilled and consequently helpless labourers who, when unemployed, become a charge upon the public funds and a menace to public peace.

Who then is to build the roads, and dig the ditches and furnish the great force of unskilled labour needed for the works of public improvement to be inaugurated on extensive lines? There is possibility that it may be yet expedient to import a part of our own unskilled labour from China, under conditions by which we could return the coolies when we are through with them. As a machine labourer, the Chinaman has no equal on earth. He is methodical, faithful, reliable, efficient, and he is as devoid of sentiment, that is, of any sort of sentiment that interferes with his work, as a sawmill. The problem has many sides, and the one is much to be said before we reach any final conclusion.

A CHINAMAN AS DOG JUDGE.

LADIES' KENNEL ASSOCIATION SHOW.
A dog show held last month at the Royal Horticultural Hall, under the auspices of the Ladies' Kennel Association, was remarkable for the fact that for the first time Chinese dogs were judged at an English show by a Chinaman. The judge was Mr. Wang Yung, of the Chinese Embassy, and he took the class for Pekingese, the most fashionable little dogs of the day. Although Mr. Wang Yung was his native dress he did not disdain the usual judge's badge, as worn by his English colleagues. The Pekingese, which to the inexperienced eye appear to be the result of a cross between a pug and a toy spaniel, are really a distinct breed, being, in fact, the original "sleeve dog" of China. The dogs earned this name because they can easily be carried in the Chinese sleeve. The best kennels were well represented. There were some excellent bulldogs in the show, the best being Mrs. Marley's well-known Felton Regent.

CHINESE FAVOUR RAILWAY TRAVELLING.

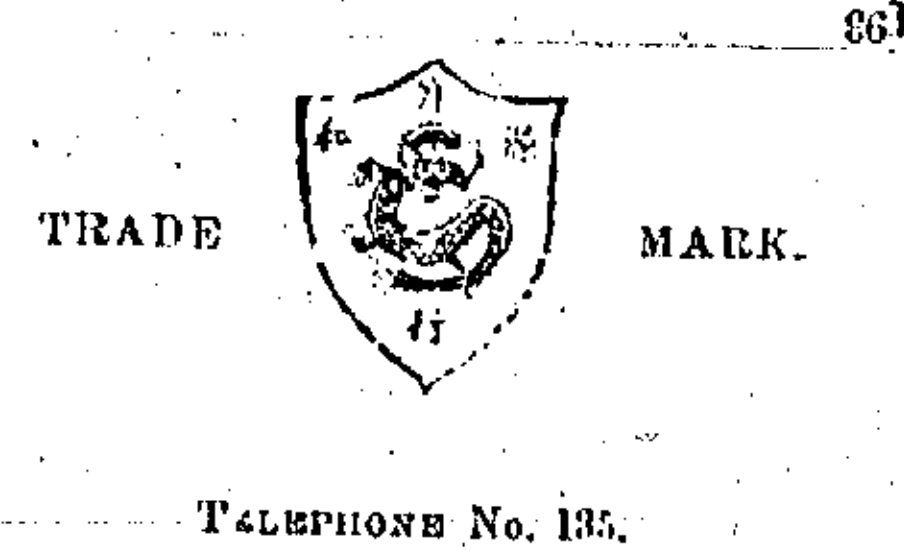
Railway Traffic at Choutan, Shantung, is steadily increasing both in goods and passengers and an additional train per day is expected to be soon added to present facilities. The crowded condition of the Chinese quarters proves that John Chinamen takes to the railway "con amore," and has no more objection than the rest of us to go at thirty instead of three miles an hour. On a longer line a buffet car is now provided, while hot cooked food, roast fowl, and other delicacies, cooked in foreign or native style, may be had by passengers at fairly reasonable rates. Some of us who have done a good deal of travel, of a sort "in the road," feel almost inclined to rub our eyes and wonder if it isn't all a dream and we will wake in the morning to find the innkeeper getting his guests off after spending a painful night on a hard bed with uncomfortable disadvantages of a sort over which charity draws the veil.

BURMA TIN.

The Straits Settlements papers give intelligence of a marked improvement in the returns of tin-mining in Southern Burma, although the industry is still of but small dimensions. Tin and riches, however, are closely associated terms, and it is an article of popular belief that to the one, the possession of the other is now provided, while hot cooked food, roast fowl, and other delicacies, cooked in foreign or native style, may be had by passengers at fairly reasonable rates. Some of us who have done a good deal of travel, of a sort "in the road," feel almost inclined to rub our eyes and wonder if it isn't all a dream and we will wake in the morning to find the innkeeper getting his guests off after spending a painful night on a hard bed with uncomfortable disadvantages of a sort over which charity draws the veil.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 9th at 11.55 a.m. The barometer has risen over E. Japan and fallen in N. China. Pressure is highest over S.E. Japan. It appears to be low over Manchuria. Gradients continue slight over S. China and light variable winds are indicated in the Formosa Channel, and light E. and S.E. winds over the N. part of the China Sea. Forecast:—Variable winds; light; fine.



TELEPHONE No. 135.

TANSAN

PER CASE OF 48 PINTS... \$65

PER CASE OF 100 SPLIT... 800

TANSAN

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL

40

SCALP HUMOURS

Itching, Sealy and Crusted

With Loss of Hair

Speedily Cured by Cuticura

Soap and Ointment

When Every Other Remedy and Physicians Fail.

Warm chamomile with Cuticura Soap and light dressings of Cuticura, the great skin cure, at once stop falling hair, remove crusts, scales and dandruff, soothe irritated, itching surfaces, destroy hair parasites, stimulate the hair follicles, loosen the scalp skin, supply the roots with energy and nourishment, and make the hair grow upon a sweet, healthy scalp when all else fails.

Millions of the world's best people use Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for baby rashes, itchings and chafings, for annoying irritations and inflammations, or too free or offensive perspiration, for necrotic weaknesses, and many antiseptic purposes which readily suggest themselves to women, as well as for all the purposes of the toilet, bath and nursery.

Complete treatment for every humor, consisting of Cuticura Soap, to cleanse the skin, Cuticura Ointment, to heal the

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Rd. Telephone No. 12.

NEW ADVERTISEMENTS

THE OAK, No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court.

Apply to—C. F. DE CARVALHO, Care of H. and S. Bank, Hongkong, 10th May, 1905. [1173]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction, TO-MORROW (THURSDAY), the 11th May, 1905, at Noon, at Causeway Bay, The Steam Launch "COMPETITOR," formerly known as "COURIER."

PARTICULARS:
Length Between Perpendiculars ... 33 ft. 8 in.
Breadth Extreme ... 11 ft.
Depth Moulded ... 5 ft. 3 in.
Gross Tonnage ... 22 tons.
Net Tonnage ... 10
Working Pressure ... 100 lbs.
Boiler—Steel, 4 ft. 6 in. diameter, 6 ft. 5 in. long.
Engines—Compound, Non-Condensing.
Cylinders—H.P. 7 1/2", L.P. 14" Stroke 9".
A steam launch will leave Blake Pier at 11.30 A.M. to convey into ding purchasers.

TERMS:—As usual.
HUGHES & HOUGH, Government Auctioneers, Hongkong, 10th May, 1905. [1180]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

"POLYNESIE," will be despatched for the above ports on or about MONDAY, the 15th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent, Hongkong, 10th May, 1905. [2]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN," Captain. Formes, will leave for the above places TO-DAY, the 10th inst., at 4 P.M.

NORDDEUTSCHER LOYD, BREMEN. For Further Particulars, apply to MELCHERS & CO., Agents, Hongkong, 10th May, 1905. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 11th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, 9th May, 1905. [18]

NORDDEUTSCHER LOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M. TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to re-sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 16th inst., at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognized. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents, Hongkong, 8th May, 1905. [1178]

THE HONGKONG, CANON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM," 23 1/2 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure:—From Hongkong at 9 A.M. arriving at Macao about NOON. Hour of departure:—From Macao at 7 P.M. arriving at Hongkong about 10 P.M.

First Class Single \$2 ... Return \$4.
Second Class Single \$1 ... Return \$2.
Children under 12 half price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.

T. ARNOLD, Secretary, Hongkong, 3rd May, 1905. [1134]

NOTICES OF FIRMS

NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. Ernest J. Moss, the late Manager of our Foochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LD. Hongkong, 8th May, 1905. [1173]

NOTICE OF REMOVAL.

THE Office of LUTGENS, EINSTAMANN & CO., has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance, Hongkong, 8th May, 1905. [1157]

NOTICE.

WE have authorised Mr. FREDERICK SALINGER to Sign our Firm from this date.

REISS & CO. Hongkong, 5th May, 1905. [1148]

INTIMATIONS

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, on SATURDAY next, the 13th instant, at 3 o'clock P.M.

C. P. CHATER, Hongkong, 9th May, 1905. [1167]

WANTED.

PARTNERSHIP—CONSULTING ENGINEER. British Engineer desires Partnership with a Reliable Man or firm. Willing to put in Capital. Principals only.

Apply—A. B. C., Care of Daily Press Office, Hongkong, 9th May, 1905. [1165]

NOTICE.

ON and after this date I WILL NOT BE RESPONSIBLE for any DEBTS contracted by my Wife, Mrs. ALMIRA FRANCIS THOMAS.

GEORGE THOMAS, Hongkong, 6th May, 1905. [1156]

WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese Colloquial fluently. Excellent references.

Apply to—C. R., Care of Daily Press Office, Hongkong, 20th April, 1905. [1102]

WANTED.

CHINESE CLERK, able to Read and Write English as well as Chinese, one accustomed to Office Work preferred. Good salary to suitable man.

Apply—BOX 684, Care of Daily Press Office, Hongkong, 6th May, 1904. [1151]

WANTED.

AN ASSISTANT MATRON for a Boys' Boarding School.

Apply to—REV. F. T. JOHNSON, St. John's Cathedral, Hongkong, 9th May, 1905. [1164]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R., Care of Office of this Paper, Hongkong, 16th May, 1903. [49]

SUN FAT CO

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGERS, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS.

EBONY FURNITURE AND FANCY GOODS

No. 82, QUEEN'S ROAD CENTRAL, Any Order Promptly Attended To

Hongkong, 12th January, 1905.

NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Wreck of Chinese Gunboat "HUANGTAI" off Breaker Point.

WITH reference to Notice to Mariners, No. 129 (Special), dated the 25th September, 1903, NOTICE IS HEREBY GIVEN that the 6-foot conical White Buoy temporarily placed to mark the wreck of the Chinese gunboat "HUANGTAI" has disappeared and will not be replaced.

H. G. MYHRE, Acting Deputy Coast Inspector, Coast Inspector's Office, Shanghai, 1st May, 1904. [1125]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 72.

REMOVAL OF THE TAI-SHEK BARRIER, BACK REACH.

NOTICE IS HEREBY GIVEN that the Steam Dredger Canton River will commence work at the TAI-SHEK BARRIER on or about the 14th inst.

Masters of vessels should continue to navigate the old channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety. Dredging operations will be commenced at a position 400 feet to the South of the present Beacon.

The Dredger will exhibit by night the usual lights of a vessel at anchor—i.e., a white anchor light forward and a stern light.

J. HOWELL MAY, Harbour Master, Approved, F. J. MAYERS, Acting Commissioner of Customs, Canton House, Canton, 3rd May, 1905. [1138]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY AND SATURDAY, the 12th and 13th MAY, 1905, commencing each day at 2 P.M. sharp, at their SALES ROOMS, No. 8, Des Vaux Road, Corner of

Loa House Street, A VERY FINE COLLECTION OF JAPANESE CURIOS AND WORKS OF ART.

Comprising—SILK EMBROIDERED PALACE and TEMPLE HANGINGS, BED COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZES and BRASS VASES, SILK EMBROIDERED SCREENS, GOLD and SILVER CLOISONNEWARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 8th May, 1905. [1159]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY, the 15th day of MAY, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land above Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

1160

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1st Lot.	1160	Conduit Road.	85' 0" 91' 0" 124' 0" 73' 0"	8,568	60	1,295

INTIMATIONS.

MUSIC.

PIANO AND SINGING.

MR. A. GALUZZI is prepared to take pupils at his studio in the City Hall or at their residences.

For terms, etc., apply to the above, care of Robinson Piano Co. Hongkong, 19th April, 1905. [102]

CHEAP BEDSTEDS FOR SALE.

THE Undersigned has a very large stock of IRON BEDSTEDS and AMERICAN STEEL WIRE MATTRESSES on hand for Sale at very moderate prices.

6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.
6' 2" by 4' 6" " " " 6.50 "
6' 2" by 5' " " " 7.50 "

Prices for Bedsteads and various sizes of Mattresses on application.

A. TACK & CO., 26, Des Vaux Road Central, Hongkong, 28th April, 1905. [1703]

RUIART PERE & FILS, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

(Hongkong, 18th May, 1905) 42

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager, Hongkong, 18th November, 1901. [152]

NOTICE.

GEO. FENWICK & CO., LD. ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blake Pier by Kowloon Electric Tram.

Launches will call alongside vessels in the harbour flying the Call Flag E. Telephone 142. Hongkong, 2nd January, 1905.

DAVID CORSAK & SONS' MERCHANT NAVY

NAVY BOILED LONG FLAX BELLECE CROWN TARPULING

ARNHOLD, KARBURG & CO., Sole Agents

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong 23th November, 1902. [1009]

A. LING & CO.

FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [222]

SIEN TING.

SURGEON DENTIST. No. 10, DAGUILLAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903.

TO LET

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions," facing the New Post Office and Hongkong Hotel.

Apply—Care of Daily Press Office, Hongkong, 9th March, 1905. 675

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—Linstead & Davis, Alexandra Buildings, 3rd Floor, Hongkong, 17th February, 1905. 478

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shawan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—CHUNG SHUN KOO, 12 1/2, Queen's Road Central, Hongkong, 24th December, 1904. [92]

TO LET UNFURNISHED—AT THE PEAK.

WITH Immediate Entry. LYE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—RUSSO-CHINESE BANK, Hongkong, 3rd May, 1905. [1130]

TO LET.

SUITEABLE for Offices, TWO ROOMS in Prince's Building.

Apply to—LAUTS, WEGENER & CO, Hongkong, 4th March, 1905.

TO LET.

NO. 1, RIPON TERRACE. FLATS in MORETON TERRACE, facing the Pole Ground, in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., LD.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1904. [81]

TO LET.

WITH IMMEDIATE POSSESSION. "FOREST LODGE" Cause Road.

Apply to—H. N. MODY, Hongkong, 2nd May 1905. [1114]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—J. S. VAN BUREN, 30, Des Vaux Road, Hongkong, 13th April, 1905. [980]

TO LET.

NOS. 74, CAINE ROAD. GODOWNS Nos. 31a, 31b, 31c, Praya East No. 2, MACDONNELL ROAD. Possession on 1st June, 1905.

Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 4th May, 1905. [84]

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 7th January, 1905. [180]

TO LET.

NEW STORE nearing completion to let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply—"ALPHA" Care of Daily Press Office, Hongkong, 18th March, 1905. [748]

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.

Apply to—CHINA MERCHANTS' STEAM NAVIGATION CO., 15 & 16, Connaught Road, Praya W. Hongkong, 19th April, 1905. [1030]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 21st June, 1904. [869]

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply—M. J. D. STEPHENS, Solicitor, 18 Bank Buildings, Hongkong, 29th March, 1905. [845]

TO LET.

MEIRION No. 2 THE PEAK. From the 1st June, 1905.

Apply to—E. JONES HUGHES, Hongkong, 9th May, 1905. [1166]

TO LET

TO LET.

DUNHEVED 33, Robinson Road. Apply to—HO U. MING, 81, Queen's Road Central, Hongkong, 11th April, 1905. 353

TO LET.

EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.

No. 4, BELLIOS TERRACE, 1st Row. No. 21, " " 3rd Row. No. 18, " " 3rd Row. No. 20, " " 3rd Row.

No. 7, BEACONSFIELD ARCADE, Top Floor. BISHOP'S LODGE SOUTH (Furnished) from 2nd June for 2 or 3 months.

"WESTWARD HO" Bonham Road, Ground Floor.

No. 1, DES VEAUX VILLAS. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings, Hongkong, 26th April, 1905. [90]

TO LET.

NO. 22, ROBINSON ROAD. ONE ROOM, on 1st Floor of No. 2, Pedder Street, for Office.

Apply to—AHMET RUMJAHN, Hongkong, 29th April, 1905. [1103]

ROBINSON PIANO Co. LD.

THE
PREMIER PIANO

FIRM AND THE
ONLY PIANO SPECIALISTS

IN HONGKONG: NOT
MERE DEALERS, BUY-

ING AT ONE PRICE AND
SELLING AT ANOTHER,

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PRACTICAL EXPERTS

AND
MANUFACTURERS

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INSTRUMENT TRADE.

These are
FACTS OF THE

FIRST IMPORTANCE
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This Company is also by far
the LARGEST PIANO BUYER

IN CHINA and gives the most
SOLID VALUES and

Wide Selection of Makes
Chosen at the Factories and

ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905. [639]

BOARD AND RESIDENCE
PENSION FRANCAISE
AND RESTAURANT.

49, PORTUGUESE STREET.
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: \$3.50 per day.
Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905. 1002

BOARD AND RESIDENCE.
MRS. GILLANDERS

"GLENWOOD."
27, CAINE ROAD.
Hongkong, 19th March, 1904. [761]

"TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.
Apply—MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1905. [51]

FIRST-CLASS BOARD & RESIDENCE
"ST. GEORGE'S HOUSE."
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort
Well furnished rooms facing the harbour
For terms, apply to—
MRS. G. SACHSE,
"St. George's House,"
Hongkong, 15th March, 1905. [70]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Peddars Hill.
Hongkong, 1st January, 1899.

PURE FRESH WATER.
THE HONGKONG STEAM WATER-
BOAT CO., LD. is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW
Manager.
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1905.

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PUBLIC COMPANIES

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 30 and 2
SHARES standing in the Register of
this Company in the names of WONG LAM
and APCAR, GABRIEL APCAR respectively,
having been LOST, viz:—
Scrip No. 811—1339/13413—15 Shares.
" " 228—28338/28352—15 " "
" " 673—12262/12263—2 " "

32 Shares.

NOTICE IS HEREBY GIVEN that
Duplicate Certificates for the said 32 Shares
will be issued one month hence, and that the
Original Certificates unless produced within
that period will thereafter be held by the
Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th April, 1905. [588]

THE CHINA AND MANILA STEAM
SHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 71 SHARES
standing in the Register of this Company
in the name of SI TAY have been LOST,
viz:—
Scrip No. 15—951,990—40 Shares.
" " 215—941,950—10 " "
" " 216—3902,3922—21 " "

71 Shares.

NOTICE IS HEREBY GIVEN that
Duplicate Certificates for the said 71 Shares
will be issued one month hence, and that the
Original Certificates unless produced within
that period will thereafter be held by the
Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th April, 1905. [589]

CANTON INSURANCE OFFICE
LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that
SCRIP CERTIFICATE No. 584, issued
17th August, 1882, for One Share numbered
3706, in the above Office, standing in the name
of Mr. LE KWONG KAM, of Shanghai, has
been lost, and should the same not be produced
before the 15th instant, a NEW SCRIP
CERTIFICATE will be issued to the said Mr.
LE KWONG KAM, and no Transaction taking
place under the said Scrip Certificate No. 584,
will be recognised by the Office.

JARDINE, MATHESON & CO.,
General Agents.
Canton Insurance Office, Limited.
Hongkong, 4th May, 1905. [1137]

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

FINAL NOTICE.

ALL Shareholders who were entitled to a
proportion of the New Issue and who
have not applied for such must apply
immediately.

Interest will be charged at the rate of twelve
per cent. per annum on \$10 the amount payable
in respect of each share from the 31st day of
March, 1905.
No application will be received after the 31st
day of May.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 26th April, 1905. [1082]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 760 and 360
SHARES standing in the Register of
the Company in the names of ANTONIO
OSORIO and TAM BON CHIU have been
LOST, viz:—
In the name of ANTONIO OSORIO:—
Scrip No. 380/382—2429/2503 in scrip
of 25 " " 75 Shares.
" " 383—4529/4531 " " 25 " "
" " 384/386—2824/2898 in scrip
of 25 " " 75 " "
" " 387—4699/4720 " " 25 " "
" " 389/391—3428/3500 in scrip
of 25 " " 75 " "
" " 392—4950/4974 " " 25 " "
" " 755—5821/5830 " " 10 " "
" " 756/757—5831/5880 in scrip
of 25 " " 50 " "
" " 317/320—19051/19150 in scrip
of 25 " " 100 " "
" " 321/324—15051/15050 in scrip
of 25 " " 100 " "
" " 325/328—19151/19340 in scrip
of 50 " " 200 " "

760 Shares.

In the name of TAM BON CHIU:—
Scrip No. 329/336—19551/19750 in scrip
of 25 " " 200 Shares.
" " 337—19751/19789 " " 40 " "
" " 338/340—19789/19850 " " 100 " "
" " 683—23506/23506 " " 100 " "
" " 683—23606/23625 " " 20 " "

360 Shares.

NOTICE IS HEREBY GIVEN that
Duplicate Certificates for the said 1,120 Shares
will be issued one month hence, and that the
Original Certificates unless produced within
that period will thereafter be held by the
Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 4th May, 1905. [1138]

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BY
CAPTAIN C. V. LLOYD (S.S. "HANKOW"
With Illustrations, Maps and Plans.

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Messrs. KELLY & WAUGH,
Messrs. W. BARNES & CO.
Canton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903.

SCIENTIFIC MISCELLANY.

INTERNAL PRESSURE OF SUN AND PLANETS—
A PERFECT SCREW—A NEW DENTAL ENGINE—
KEEP THE HEART YOUNG—TEMPERATURE
MADE SPECIES—THE BODY IN WATER—
SUN SPOTS AND TIDES—ANIMAL SPEEDS—
PROHIBING POTATOES—PORTABLE GAS.

Estimating the physical conditions of the sun
and the planets, Prof. T. J. J. See has cal-
culated the pressures due to gravity, with results
that are certainly striking. At the earth's
centre the pressure is so enormous that figures
give only a faint idea of it, and it may be
stated to be as great as that of a column of
mercury 7838 times as high as the Eiffel Tower.
At the sun's centre—who can conceive of it!—
the probable pressure is nearly 212 billion
atmospheres! To exert such a pressure under
terrestrial gravitation, a column of mercury
would have to be high enough to extend beyond
the sun.

So important is the matter of a standard
screw for gun fittings and other accurate work
that a committee of the British War Office has
spent four years upon the problem. A special
lathe—the only one of its kind in the world—
has been constructed, and the screw at last
produced is regarded as a marvel of scientific
accuracy. It is three feet long, with no deviation
in any part of more than one ten-thousandth
part of an inch.

The spring-motor of Dr. Borout, a French
surgeon-dentist, rotates a flexible cable 500 to
1,500 times per minute, running twelve minutes
to an hour and a half according to the work
performed, and is intended for dental and home-
opathic operations, massaging, etc. It is wound
by the help of a metallic cord. It has proven
exceedingly useful where electric power is not
available, and can be taken to patients' homes,
or elsewhere.

Yaghiurt in the name given Xavier Dybowski's
special kind of curdled milk. It looks like
cream-cheese, but has a taste so disagreeable that
as a remedy for growing old it is declared to be
worse than the disease.

The art of keeping young, we are told by
Prof. Goldschneider, of Berlin, consists in
keeping sound the blood-vessels, for we are only
as old as the heart and the arteries. Long life
is best ensured by early attention to the heart,
though care begun in old age will often accom-
plish much. A great danger lies in abnormal
demands on the organ, and little injuries
accumulate, so that serious harm must come
from frequent repetitions of the use of heart
poison like alcohol or tobacco, or eating too
much, or too great muscular effort, or even of
mental overwork. Moderation in all things is
required. Exercise should not be violent nor
too little in amount, and city of the blood
vessels should be promoted by frequent exposure
of the skin to air and water, and work, food and
sleep should be thoughtfully adjusted. Old
people need constant movement, with not too
much sleep.

The artificial production of new species of
animal as well as of plant life opens up startling
possibilities. In his years of experiments, Prof.
Standfus, of Zurich, has taken 6,000 or more
ordinary caterpillars in different stages of
metamorphoses, and has exposed them to
abnormal temperatures varying from 25 deg.
to 100 deg. F. They mostly developed into
butterflies of ancient species, now very rare,
while some produced new and wholly unknown
species. One spring butterfly had summer des-
cendants of different form and colour, but the
chrysalis of this second form yielded the parent
variety at the proper temperature.

The human body has been lately proven by
Dr. Ferrier, a French investigator, to be some-
times heavier and sometimes lighter than pure
water, so that a person may float in salt water
and sink in fresh. Abnormal lightness seems
to occur in certain victims of hysteria and
nervous disease, and in witchcraft days the
"trial by water" would have convicted such
unfortunates as being in league with the devil.

The world's roses are estimated by J. G.
Baker, F. R. S., to include 69 primary species.
Of these 29 grow native in Europe; 26 in
Northern Asia; 18 in Western Asia; 9 in
India; 10 in Western North America; 6 in
Eastern North America.

In considering that the planets produce tides
in the sun's atmosphere, M. Emile Accoux
classifies such tides as binary, ternary and
quaternary, according to the number of planets
acting together in opposition or conjunction.
The ternary tide, due to the combined action of
Jupiter, Venus and the earth, is supposed to be
the most important factor in regulating the
appearance of spots, and a curve showing the
fluctuations in the strength of this tide, as
calculated from the planetary positions, agrees
fairly well with the sun-spot curve for the years
1891 to 1905. This ternary tide has a period
of eleven years, its variations being due to
planetary eccentricities, chiefly to those of
Jupiter.

The speed table of animals of Mr. Thomson
Seton, as calculated from actual timings by
stop watch, credits the greyhound with 34
miles an hour, the race-horse with 32, the
American prong-horn antelope with 30, the
American "jack-rabbit" with 28, the common
fox with 26, the coyote or foxhound with 22
and the American grey wolf with 20. A man's
best speed is 14 miles an hour, the ordinary
runner's being 12.

The potato imported in recent years from
Uruguay into Europe has been regarded as
only fit for feeding to cattle. In his cultivation
experiments at Vienna, however, M. Labergerie
has succeeded by persistent selection in produc-
ing several improved varieties, and has raised
about forty tons to the acre of potatoes fit for

table use. The plant flourishes in moist places,
a peculiarity being the production of both
underground and aerial tubers.

The new illuminating gas of Blau, an
Augsburg chemist, is prepared in a special
apparatus from the residuum of petroleum and
heavy mineral oils. Great economy is claimed,
with ready portability in cylinders and tanks.
The gas gives a brilliant light for streets or
public buildings, and it has the advantage of
being not easily exploded.

THE "WENCHOW" AND THE
WHALE.

The China Navigation Co.'s steamer
Wenchow, Captain Packard, while on a voyage
from Shanghai to Chefoo, met with an adven-
ture which is almost unique in the annals of
shipping. She left Shanghai on the 20th of
April and arrived at the N. E. Promontory at
9.18 a.m. on the 23rd. Alceste Island was passed
at 9.40 a.m., distance off, one mile, and twenty
minutes later the Captain and chief officer
who were on the bridge, keeping an eye open
for mines, discovered a black object two points
on the port bow, which on examination proved
to be a whale blowing. While watching it, it
sounded and a minute after struck the Wenchow
on the port bow under water, shaking her
from stem to stern. It then passed
under the bottom of the ship, causing her to
quiver all over, and got foul of the propeller,
almost bringing the engines up standing for
two or three revolutions, as the blades slashed
into the huge mass. Clear of the ship it reared
its enormous head out of the water, and fully 50
feet, spouting blood and colouring the sea all
round. Down it dived, leaving the sea into red
foam with its tail. Then up again and over
showing the fearful gashes on its side. Down
and up it rolled and tumbled in its death throes,
each succeeding movement getting weaker than
the last. The last throw on the Wenchow saw
of the whale it was lying quivering on the
surface of the water. It was judged by these
on board to be over 100 feet long.—N.C.
Daily News.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 9th May, 1905.
GARRISON ORDERS.—Court Inquiry.—No.
1. A Court of Inquiry, in accordance with
Para. 354 King's Regulations will assemble at
Lyman at 10 a.m. the 10th instant, for the
purpose of investigating the cause of a fire
there on 6th instant. Presiding: Major R. A.
Kaye, Royal Garrison Artillery. Members:
An Officer, Royal Engineers. Officer in
Charge, Barracks. All witnesses duly required to
attend. Proceedings in duplicate to be for-
warded to the Chief Staff Officer.
Allowances.—No. 2. The General Officer
Commanding has decided that the Annual
Allowances of Materials for repairing
Accoutrements, shall in future cease to be
drawn from Army Ordnance Department, by
Units other than Infantry, in this Command.
As articles of Accoutrements become repairable,
they should be handed into Army
Ordnance Workshops accompanied by Army
G. 1045 prepared in copying ink.
R.I.M.—No. 3. The R.I.M.S.
"Burrin" arrived from North to-day. It is
notified for information that this vessel will
proceed direct from here to Bombay, and will
not call at Singapore, Rangoon or Calcutta.
By Order.
R. A. Ross, Major,
Chief Staff Officer.

THE NECESSITY
of brushing the teeth morning and evening
becomes a pleasure if you use
CALVERT'S
CARBOLIC
Tooth Powder
with its delicate perfume and agreeable taste.
It preserves the teeth by thorough
and antiseptic cleansing, and also
gives them the requisite polish
without injuring the enamel.
Calvert's Prickly-heat Soap
is very serviceable in hot climates as
a preventive of prickly-heat and other
irritation of the skin. It is pleasantly
perfumed and contains 10% Crystal
Carbolic.
These articles can be readily obtained from
most Chemists and Grocers.
F. C. Calvert & Co., Manchester,
England.

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Hongkong, 22nd December, 1904.

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No imitation can be called 'Dartring'
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SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinaka, Manada, Manoura, Onoura Otanji,
Sasahara, Tsukikuro, Yoshinaka, Yoshio, Yunkobara, and other Coals.
S. MINAMI, Manager, Hongkong.

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SYRUP
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You can depend upon
to cure permanently
Boils
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NORTH BRITISH AND MERCANTILE
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TOTAL FUNDS AT 31ST DECEMBER, 1903,
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The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th June, 1904. [188]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [181]

L'UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [31]

ROBERT CRAWFORD'S
C. C. C. WHISKY,
Price ... \$10 Per Dozen.
Sole Agent:—
KWAN TYE,
170, Queen's Road Central.
Hongkong, 12th April, 1905. [969]

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Shipchandlers, Sailmakers, Provisioners
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77 & 59, Connaught Road, New
Praya Central

SHIPPING.

ARRIVALS.
 BAYERN, German str., 3,131 H. Pines, 9th May.—Hamburg and Singapore 9th May.
 Mail and General.—Meichers & Co.
 DUVIER, British str., 3,967, 11th May, 9th May.—Taku 3rd May.
 FORTUNE, German str., 1,814, Olierich, 9th May.—Nagasaki 10th May, and Hote Kohu Bay 5th May, Ballast.—Jensen & Co.
 HAINES, British str., 636, A. J. Robson, 1st May.—Tamsui, Amoy and Swatow 8th May.
 General.—Douglas Lapraik & Co.
 HANGSANG, British str., 9th May.—from Canton.
 KUNPANG, British str., 2,477, E. J. Butler, 8th May.—Calcutta 25th April and Singapore 3rd May, General.—Jardine, Matheson & Co.
 KWANGLOO, Chinese str., 1,965, R. Lincoln, 9th May.—Shanghai 5th May, General.—C. M. S. N. Co.
 KWANGTAI, Chinese str., 9th May.—from Canton.
 M. KUNPANG, German str., 1,965, P. Brandt, 8th May.—Manila 5th May, General.—Stamson & Co.
 PREUSSEN, German str., 3,278, R. Dahl, 9th May.—Yokohama and Shanghai 6th May, Amoy and General.—Meichers & Co.
 SINGAPORE, British str., 1,021, Cementation, 9th May.—Hote 5th May, Sugar.—Butterfield & Swire.
 TAMSUI, British str., 1,350, A. W. Unterbridge, 8th May.—Cebu 5th May.—Butterfield & Swire.
 YOKOHAMA, British str., 9th May.—from Canton.
 ZAFIRO, British str., 1,111, R. Rodger, 8th May.—Manila 5th May, General.—Stamson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 9th May.
 B. A. Brock, Norwegian str., for Moji, Chertow, British str., for Amoy.
 Hine, French str., for Kwangchow.
 Keweenaw, Chinese str., for Canton.
 Prince Sigismund, German str., for Kobe.
 Yachow, British str., for Ningpo.

DEPARTURES.

9th May.
 ANDRE, Rickmers, Ger. str., for Hongkong.
 CHINA, American str., for San Francisco.
 DEVAWONG, German str., for Hongkong.
 HAINES, British str., for Swatow.
 HAINES, German str., for Hote.
 HAINES, Swedish str., for Shanghai.
 JACOB, Diederichsen, Ger. str., for Haiphong.
 JASON, British str., for London.
 SINGAPORE, British str., for Calcutta.
 VERUS, American str., for Manila.
 ZAFIRO, British str., for Amoy.

SHIPPING REPORTS.

The German str. Preussen reports: Dense fog during the voyage.
 The British str. Hainan reports: Light to strong N.E. winds and foggy, moderate sea.
 The British str. Yachow reports: Light northerly winds, fine clear weather and smooth sea.
 The Chinese str. Keweenaw reports: Light S.W. and W.S.W. winds, with thick fog throughout the passage.
 The British str. Kungang reports: Fine clear weather with light E.N.E. to N.E. winds and smooth sea throughout the passage from Singapore.

VESSELS IN DOCK.

9th May.
 Kowloon Docks.—B. A. Brock, H.M.S. Albion, Hoiching, Ichio.

VESSELS ON THE BERTH

FOR SHANGHAI.
 (Taking Cargo at through rates to Tsingtau and Chemulpo).
 THE Steamship
 "LYEEMOON,"
 Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 10th instant, at 5 P.M.
 This Steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 8th May, 1905. [1154]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND TAMSUI.
 THE Company's Steamship
 "HAINUN,"
 Captain Robson, will be despatched for the above ports TO-MORROW, 11th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARRAIK & CO.,
 General Managers.
 Hongkong, 8th May, 1905. [1159]

FOR CHEFOO AND TSINGTAU.
 (Taking Cargo at Through Rates to Chemulpo and Tientsin).
 THE Steamship
 "FISHER,"
 Captain Chr. Rafen, will be despatched for the above ports on FRIDAY, 12th inst., at 4 P.M.
 For Freight, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 9th May, 1905. [1170]

BENT LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.
 THE Steamship
 "BENALDFER,"
 Captain McIntosh, will be despatched as above on MONDAY, the 15th May.
 For Freight, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 12th April, 1905. [972]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 1905.
 "SAGAMI" 31st May.
 "ERGOLO" 6th June.
 "HINDUSTAN" 24th June.
 For Freight and further information, apply to
 DODWELL & CO., LL.
 Agents.
 Hongkong, 2nd May, 1905. [1283]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	BENALDFER	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	On 15th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON & ANTWERP, via SINGAPORE, &c.	CLAUSUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON & ANTWERP, via SINGAPORE, &c.	DARADUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
LONDON & ANTWERP, via SINGAPORE, &c.	CALCHAS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th June.
LONDON & ANTWERP, via SINGAPORE, &c.	KINPUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th June.
LONDON & ANTWERP, via SINGAPORE, &c.	DUMBA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 16th inst., at 1 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	PREUSSEN	Ger. str.	k.w.	Boyer	MESSAGERIES MARITIMES	To-day, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	SCOGVIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINE	On 12th June.
LONDON & ANTWERP, via SINGAPORE, &c.	C. FRED. LAEY	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINE	On 23rd June.
LONDON & ANTWERP, via SINGAPORE, &c.	BREGLAVIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINE	On 12th July.
LONDON & ANTWERP, via SINGAPORE, &c.	SITHONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 20th July.
LONDON & ANTWERP, via SINGAPORE, &c.	ACILIA	Ger. str.	k.w.	Berberovich	SANDER, WILKER & CO.	On 1st June, P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	MARIA VALERIE	Aus. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	LAETES	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th June.
LONDON & ANTWERP, via SINGAPORE, &c.	DUCCALION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th July.
LONDON & ANTWERP, via SINGAPORE, &c.	PRIAM	Brit. str.	1 m.		STANDARD OIL CO.	Quick despatch.
LONDON & ANTWERP, via SINGAPORE, &c.	KENNEBEC	Brit. str.	—		SHAWAN, TOMES & CO.	On 18th inst., at 4 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	ATHOLL	Brit. str.	—		DODWELL & CO., LL.	About 31st inst.
LONDON & ANTWERP, via SINGAPORE, &c.	NUHIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINE	On 2nd June.
LONDON & ANTWERP, via SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R.R. CO.	To-day.
LONDON & ANTWERP, via SINGAPORE, &c.	ATHESIAN	Brit. str.	1 m.		CANADIAN PACIFIC R.R. CO.	On 24th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	HYNGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
LONDON & ANTWERP, via SINGAPORE, &c.	HYADES	Am. str.	—		DODWELL & CO., LIMITED.	On 16th inst., at Daylight.
LONDON & ANTWERP, via SINGAPORE, &c.	ARABIA	Brit. str.	1 m.		PORTLAND & ASIATIC S.S. CO.	On 13th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	TRISAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	PRINZ SIGISMUND	Ger. str.	—		MELCHERS & CO.	On 16th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	FALENBO	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 16th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	CHIRI	Brit. str.	1 m.		P. & O. S. N. Co.	On 16th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	WORGAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 18th inst., at 3 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	EDGER	Ger. str.	—		JARDINE, MATHESON & CO.	On 18th inst., at 4 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	BAYERN	Ger. str.	—		MESSAGERIES MARITIMES	To-day, at 4 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	HANGSANG	Brit. str.	—		STAMSON & CO.	To-day, at 5 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	LYEEMOON	Ger. str.	—		MESSAGERIES MARITIMES	About 15th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	OLYMPIOS	Frans. str.	—		OSAKA SHOSHEN KAISHA	On 16th inst., at 10 A.M.
LONDON & ANTWERP, via SINGAPORE, &c.	CLARA JENSEN	Ger. str.	—		P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	BENGAL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, via SINGAPORE, &c.	YOKOHAMA	Ger. str.	—		OSAKA SHOSHEN KAISHA	On 21st inst., at 8 A.M.
LONDON & ANTWERP, via SINGAPORE, &c.	PROCTUS	Ger. str.	—		OSAKA SHOSHEN KAISHA	On 17th inst., at 10 A.M.
LONDON & ANTWERP, via SINGAPORE, &c.	FRITHOF	Ger. str.	—		DOUGLAS LARRAIK & CO.	To-morrow, at 10 A.M.
LONDON & ANTWERP, via SINGAPORE, &c.	B. BORNSEN	Ger. str.	—		BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, via SINGAPORE, &c.	HAINUN	Brit. str.	2 h.		JARDINE, MATHESON & CO.	On 12th inst., at 4 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	TAMING	Brit. str.	1 m.		SHAWAN, TOMES & CO.	On 13th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	YUENSANG	Brit. str.	—		SHAWAN, TOMES & CO.	On 20th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	ZAFIRO	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP, via SINGAPORE, &c.	RUBI	Brit. str.	—		JARDINE, MATHESON & CO.	On 13th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	SUNDRIANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 18th inst., at 3 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	MAUSANG	Brit. str.	—		JARDINE, MATHESON & CO.	Quick despatch.
LONDON & ANTWERP, via SINGAPORE, &c.	KUMSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 13th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	TILATAP	Dut. str.	—		JARDINE, MATHESON & CO.	Quick despatch.
LONDON & ANTWERP, via SINGAPORE, &c.	ISCHIA	Ital. str.	—		JARDINE, MATHESON & CO.	On 13th inst., at Noon.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

TEAMERS.	DESTINATIONS.	SAILING DATE.
SEGOVIA	(HAYRE, BREMEN and HAMBURG) (Calling at Singapore, Penang and Colombo)	On 11th May. Freight.
C. FRED. LAEY	(HAYRE and HAMBURG) (Calling at Singapore, Penang and Colombo)	On 12th June. Freight.
BRISGAVIA	(HAYRE and HAMBURG) (Calling at Singapore, Penang and Colombo)	On 28th June. Freight.
SITHONIA	(HAYRE and HAMBURG) (Calling at Singapore, Penang and Colombo)	On 12th July. Freight.
ACILIA	(HAYRE and HAMBURG) (Calling at Singapore, Penang and Colombo)	On 26th July. Freight.
NUHIA	(NEW YORK via SUEZ) (with liberty to call at the Malabar coast)	On 2nd June. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE
 HONGKONG OFFICE, No. 1, JERVIS BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat. 13th May, Noon.
RUBI	2540	A. H. Nodley	Manila	Sat. 20th May, Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 8th May, 1905. [115]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ATHOLL" On 18th May, 4 P.M.
 S.S. "NORDPOL" About 15th June.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 8th May, 1905. [1004]

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW	"PROTEUS"	SUNDAY, 14th May, at 8 A.M.
SHANGHAI VIA SWATOW	"CLARA JENSEN"	TUESDAY, 16th May, at 10 A.M.
ANFOY VIA SWATOW	"B. BORNSEN"	WEDNESDAY, 17th May, at 10 A.M.
TAMSUI VIA SWATOW	"FRITHOF"	SUNDAY, 21st May, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.,
 Agents.
 Hongkong, 8th May, 1905. [14]

OSAKA SHOSHEN KAISHA.

Hongkong, 8th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Wright	Tuesday, May 23rd
PELIADIS	3,753	F. G. Partridge	Friday, June 30th
SHAWMUT	9,006	E. V. Roberts	Wednesday, July 12th
TREMONT	9,006	T. W. Gardick	Tuesday, August 8th

† Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS.
 Hongkong, 8th May, 1905.

DODWELL & CO., LIMITED.

GENERAL AGENTS.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP

STEAMERS

TO SAIL

REMARKS.

LONDON AND ANTWERP

STEAMERS

TO SAIL

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REMARKS.

LONDON AND ANTWERP

STEAMERS

TO SAIL

REMARKS.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Cogliolo, will be despatched as above on SATURDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
 Agents.

Hongkong, 5th May, 1905. [4]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

POST OFFICE NOTICES.

The *Polynesian*, with the French mail of the 15th April, left Singapore on Monday, the 8th inst., at 6 p.m., and may be expected here on or about Monday, the 15th inst. This packet brings replies to letters despatched from Hongkong on the 11th March.

Mails for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.
A mail for MACAO per *Winghai* will be closed every week day at 5 p.m.
Mails for NANTAI, SANBUE, KONGSHUI, KUMCHUK, SAMSHUI, WUCHOW and CANTON will be closed every week day at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Quang Chow Wan, Hoihow, Pakhoi & Haiphong	Due	Wednesday, 10th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Empress of Japan	Wednesday, 10th, 9.30 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
EUROPE, &c., India via Tutuorin	Frederick	Wednesday, 10th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao, Hongkong and Shanghai	Yehow	Wednesday, 10th, 1.15 P.M.
Shanghai	Yehow	Wednesday, 10th, 3.00 P.M.
Manila	Yehow	Wednesday, 10th, 3.00 P.M.
Shanghai	Yehow	Wednesday, 10th, 3.00 P.M.
Hoihow and Haiphong	Yehow	Wednesday, 10th, 3.00 P.M.
Singapore, Amoy and Tientsin	Yehow	Wednesday, 10th, 3.00 P.M.
Haiphong	Yehow	Wednesday, 10th, 3.00 P.M.
Macao	Yehow	Wednesday, 10th, 3.00 P.M.
Cebu and Manila	Yehow	Wednesday, 10th, 3.00 P.M.
Macao	Yehow	Wednesday, 10th, 3.00 P.M.
Chiofo and Tientsin	Yehow	Wednesday, 10th, 3.00 P.M.
Mauritius	Yehow	Wednesday, 10th, 3.00 P.M.
Manila	Yehow	Wednesday, 10th, 3.00 P.M.
Sandakan	Yehow	Wednesday, 10th, 3.00 P.M.
Manila	Yehow	Wednesday, 10th, 3.00 P.M.
Singapore, Penang and Bombay	Yehow	Wednesday, 10th, 3.00 P.M.
Macao	Yehow	Wednesday, 10th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday	Yehow	Wednesday, 10th, 3.00 P.M.
Inland, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide and Perth	Yehow	Wednesday, 10th, 3.00 P.M.
Macao	Yehow	Wednesday, 10th, 3.00 P.M.
EUROPE, &c., India via Tutuorin	Frederick	Thursday, 11th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Singapore, Penang and Calcutta	Yehow	Thursday, 11th, 1.15 P.M.
Tientsin, Chiofo and Tientsin	Yehow	Thursday, 11th, 1.15 P.M.
Tientsin	Yehow	Thursday, 11th, 1.15 P.M.
Manila	Yehow	Thursday, 11th, 1.15 P.M.

TO-MORROW.

St. steam launch *Comptroller*, Causeway Bay, Messrs. Hughes & Hough, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	ON NEW YORK.	ON HAMBURG.	ON SHANGHAI.	ON YOKOHAMA.	ON MANILA.	ON SINGAPORE.	ON BATAVIA.	ON HONGKONG.	ON BANGKOK.	ON SOERABAYA.	ON GOLD LEAF.	ON BAR SILVER.
Telegraphic Transfer 110/110	Bank Bills, on demand 110/110	Bank Bills, at 30 days sight 110/110	Bank Bills, at 4 months sight 110/110	Credit, at 4 months sight 110/110	Documentary Bills, 4 months sight 110/110	Bank Bills, on demand 235/235	Credit, at 4 months sight 235/235	Bank Bills, on demand 192/192	Bank Bills, on demand 45/45	Credit, 60 days sight 46/46	Gold Leaf, 100 fine, per tael 50/30	Bar Silver, per oz. 25/3

OPIMUM.

Quotations are—	Allow no net to carry.
Malwa Old	\$1100 to \$1120 per picul
Malwa New	\$1150 to \$1180 "
Malwa Older	\$1210 to \$1250 "
Malwa V. Old	\$1340 to \$1380 "
Peruvia Inequally	\$200 to \$250 "
Peruvia Extra fine	\$1000 to \$1025 "
Patna New	\$1130 to " per chest
Patna Old	" to " "
Patna New	\$1100 to " "
Patna Old	" to " "

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. str. *Doric*, from San Francisco to the 13th ult. via Honolulu, left Yokohama for this port via Kobe, &c., on the 3rd May, and is due here on the 13th May.
The P.M. str. *Manchuria*, from San Francisco to the 15th April via Honolulu, left Yokohama on the morning of the 9th May via Kobe, &c., and is due here on the 13th May.
THE FRENCH MAIL.
The M.M. str. *Polynesian* left Singapore on the 8th May at 6 p.m. for this port via Saigon.
THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 1st May, p.m., for Hongkong via the usual ports of call.
THE BRITISH MAIL.
The P. & O. str. *Arcturion* sailed from Portland on the 1st April and is due here to-day.
The British str. *Den of Kelly*, from London and ports, left Singapore on the 4th May, and is due here to-day.
The P. & O. str. *Patena* left Singapore for this port on the 8th May at 1 p.m.
The P. & A. str. *Arcturion* left Portland (Ore.) on the 20th April, and is due here on the 24th May.
The str. *Daghestan* left New York on the 29th March, and is due here on the 29th May.
The Boston Tow Boat Co.'s str. *Lyra* arrived at Yokohama on the 5th April.
The C.P.R. str. *Athenian* left Vancouver on Monday, the 17th April, p.m., for Hongkong via the usual ports of call.
The Barber Line str. *Shimosa* left New York on the 13th April.

JOINT STOCK SHARES.

Hongkong, 9th May.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Hongkong & Shanghai	\$125	\$75, London, 450 lbs.
National B. of China		
A. Shares	25	\$37, buyers
Bell's Asbestos E. A. 12s. 6d.	6d.	\$54, buyers
China-Borneo Co.	\$12	\$13, sellers
China Light & P. Co.	\$10	\$9, buyers
China Provident	\$10	\$8, sales
Cotton Mills—		
Evo.	10s.	\$14, buyers
Hongkong	\$10	\$14, sellers
International	7s.	\$14, 1/2
Latou Kung Mow	\$100	\$14, 1/2
Soychew	\$100	\$14, 1/2, sellers
Dairy Farm	\$0	\$17, sellers
Docks and Wharves—		
Farnham, B. & Co.	10s.	\$17, 1/2
H. & K. Wharf & G.	\$50	\$100, sellers
H. & W. Dock	\$50	\$204, sellers
New Amoy Dock	\$0	\$21, buyers
Shai & H. Wharf	10s.	\$15, 1/2
Fenwick & Co. Geo.	\$25	\$33, sales
C. Island Cement	\$10	\$204, sellers
Hongkong & C. Geo.	\$10	\$17, sales
Hongkong Electric	\$10	\$17, buyers
H. H. L. Tramway	\$100	\$114, buyers
Hongkong Hotel Co.	\$50	\$14, buyers
Hongkong Ice Co.	\$25	\$23, sellers
Hongkong Rope Co.	\$50	\$15, buyers
H. K. S. Waterboat	\$10	\$17, sellers
Insurance—		
Canton	\$50	\$200, buyers
China Fire	\$25	\$86, sellers
China Trade	\$25	\$86, buyers
Hongkong Fire	\$25	\$86, buyers
North China	\$25	\$12, ex div.
Union	\$100	\$70, sales & sel.
Yangtze	\$100	\$100
Land and Building—		
Hongkong Land	\$100	\$117, sales & sel.
Hampshire's Estate	\$10	\$13, buyers
Do. New	\$10	\$13, buyers
Kowloon Land & B.	\$30	\$304, buyers
Shanghai Land	\$10	\$11, 1/2
West Point Building	\$30	\$30, sellers
Mining—		
Chabong	\$250	\$440
Kau	\$10	\$1, sellers
Philippine Co.	\$10	\$9, sellers
Refineries—		
China Sugar	\$100	\$25, sellers
Luzon Sugar	\$100	\$27, buyers
Steamship Companies—		
China and Amoy	\$25	\$21
Douglas & Co.	\$25	\$34
H. Canton & M.	\$10	\$20
Indo-China S.N. Co.	\$10	\$12
Shell Transport Co.	\$10	\$24, buyers
Do. Preference	\$10	\$18, 1/2
Shanghai & H. Dyeing	\$10	\$17, 1/2
South China A. Post.	\$25	\$24, sales
Steam Laundry Co.	\$5	\$7
Do. New	\$3	\$6, buyers
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$36
Powell & Co. Wm.	\$10	\$114, sellers
Watkins	\$10	\$8, sellers
Watson & Co. A. S.	\$10	\$13, sales & buyers
United Asbestos	\$4	\$9
Do. Founders	\$10	\$160

VERNON & SMITH, Brokers.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 9th May.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.98	30.05	29.95
Temperature	80	81	84
Humidity	78	73	59
Wind Direction	1	1	1
Force	1	1	1
Weather	b	1	c
Rain	0	0	0

Highest open air temperature on 8th 82

Lowest open air temperature on 8th 74

HONGKONG TIDE TABLE.

To correct Zone time add 23 min. and 18 sec.

From 10th to the 10th May.

Low Water.

High Water.

Mean Time.

Mean Time.

Mean Time.

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NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from the cargo.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day, the 3rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 3rd May, 1905. [1135]

NOTICE TO CONSIGNEES.

FROM BOMBAY, C. LOMBO AND STRAITS.

THE F. & O. S. N. Co.'s Steamer

"MALTA,"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. *India*.From Persian Gulf ex s.s. *B. I. S. N.*

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m., To-day, the 4th inst.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 4th May, 1905. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LONDON AND ANTWERP VIA STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd May, 1905. [1140]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KINTUCK,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 11th May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th May, 1905. [9-10]

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Rabattino United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th inst., will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th May, 1905. [4]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,333 tons, Captain H. D. Jones.

S.S. "POWAN," 2,333 tons, Captain R. D. Thomas.

S.S. "FATSHAN," 2,330 tons, Captain W. A. Valentine.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 3.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "FEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time-table) Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.